सरकारों द्वारा आयोजित किए जाते हैं तथा केन्द्र सरकार उनके प्रचार और अन्य व्यवस्थाओं हेतु वित्तीय सहायता प्रदान करती है।

Losses incurred by IA and Al

3096. SHRI TRILOKI NATH CHATURVEDI:

DR. MURLI MANOHAR JOSHI:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the loss incurred by the Indian Airlines and the Air India in 1992-93 and 1993-94 together with the accumulated losses;

(b) whether it is a fact that Air Taxi Operators have made profits during the above period and if so, the details thereof;

(c) whether IA and AI have taken any measures to cut expenditure and increases revenues and if so, what are the details thereof; and

(d) what steps Government have taken to introduce healthy competition among airlines to optimise revenue and passenger service?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Air India has not incurred any loss during 1992-93 and 1993-94. The accumulated losses of Indian Airlines upto 1st July, 1994 are of the order of Rs. 422.00 crores. Indian Airlines has incurred a loss of Rs. 195.16 crores in 1992-93 and Rs. 297.80 crores (provisional) during 1993-94.

(b) Under the Air Taxi Guidelines the operators are not required to submit profit/loss statements to the authority which grants operating authorisation to them.

(c) The following are the major steps taken to minimise the losses of Indian Airlines:—

(i) Product Improvements —

Improvements in service both on ground and on board.

— Improvement in passenger comfort by increasing seat pitch in economy class of A-300 aircraft.

— Introduction of Business Class in A-320 aircraft.

(ii) Pricing and Distribution Strategies

— Incentives/concessions introduced for customers and agents.

— Setting up of sales forces to generate more business.

(iii) Organisational Improvements

— Changes in the organisational structure and systems to enable a speedy and cohesive response to the environment.

— Closer consultation with the employee/ Unions/Associations to foster an atmosphere of mutual understanding.

(iv) Increased fleet utilisation as a result of introduction of productivity linked schemes of remuneration.

(v) Increased international operations to usefully deploy available capacity.

(vi) Tie-up with Air India in several areas, like joint venture opertions in the Gulf countries, hub and spoke operations.

(d) With the repeal of the Air Corporations Act, 1953 the monopoly of national carriers to operate demestic scheduled air transport services has been removed. This will facilitate operation of air services in a competitive environment leading to optimisation of revenue and enhancement of passenger statisfaction.

Lasses of IA with the induction of private airlines

3097. SHRI SUSHIL KUMAR SAMBHAJIRAO SHINDE:
SHRI RAJNI RANJAN SAHU:
SHRIMATI VEENA VERMA:
SHRI RAJUBHAI A. PARMAR:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Indian Airlines have lost 20% of traffic with the induction of private airlines in Indian airspace;

(b) if so, what are the comparative figures of air traffic handled by IA during 1992, 1993 and 1994 till June 3, 1994; and

(c) what steps have been or are being taken to make good the loss?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) Indian Airlines carried 80.54 lakhs passengers in 1992, 67.45 lakhs in 1993 and 35.93 lakhs during the period January to June, 1994 in the domestic sectors.

(c) Indian Airlines has taken the following steps to retain its passengers:—

(i) Product Improvements

— Improvements in service both on ground and on board.

— Improvement in passenger comfort by increasing seat pitch in Economy Class ofA-300.

— Introduction of Business Class in A-320 aircraft.

(ii) Pricing and Distribution Strategies

— Incentives/concessions introduced for customers and agents.

— Setting up of sales Forces to generate more business.

(Hi) Organisational Improvements

— Changes in the organisational structure and systems to enable a speedy and cohesive response to the environment.

— Closer consultation with the employee Unions/Associations to foster an atmosphere of mutual understanding.

(iv) Increased International operations to usefully deploy available capacity.

(v) Tie up with Air India in several areas, like joint venture operations in the gulf countries, hub and spoke operations, frequent flier scheme.

IGI Airport as Gateway to India

3098. SHRI K. M. KHAN:
SHRI SANJAY DALMIA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether government plans to convert I.G.I. Airport into a "Gateway Port" in a big way allowing transhipment of goods coming from abroad or from within the country to any destination outside the country; and

(b) if so, what are the details thereof with the additional Cargo business potential etc.?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Ithas been recently decided to allow transhipment facility at Indira Gandhi International Airport, Delhi for the free movement of goods, without payment of duty, when imported for transhipment to other destination outside India or to any other in-land sea-port/land customs station appointed under Section-7 of the Customs Act, 1962. This facility would help in generating additional cargo business. However, it is not possible at this stage to quantify the excess revenue likely to be generated.

Tourism Projects in Karnataka and Punjab

3099. SHRI IQBAL SINGH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state: "i

(a) what are the details of tourism projects sanctioned by the Union of India for Kamataka for the year 1994-95;

(b) whether there is any proposal received from the State of Punjab in this regard;

(c) if so, the details thereof; and